

# Palo Alto Station Fact Sheet

## Station Description

- Existing Station Facilities: The existing Palo Alto Caltrain station is located at 95 University Ave. The station with a historic depot building is wheelchair accessible and has bicycle lockers, ticket vending machines, and public telephones. In addition, there are approximately 385 parking spaces provided in multiple surface lots adjacent the station.
- Current City Plans: The Palo Alto Comprehensive Plan, approved in 1998, designates the area within 2,000 feet of the multi-modal transit station as Transit-oriented Residential. This land use category is intended to generate residential densities that support substantial use of public transportation and especially the use of Caltrain. Individual project performance standards will be developed, including parking, to ensure that a significant portion of the residents will use alternative modes of transportation. Net density will range up to 50 units per acre, with minimum densities to be considered during development of new City zoning regulations. The Comprehensive Plan's Policy T-5 supports continued development and improvement of the city's transit stations as important transportation nodes for the City and Policy T-7 supports plans for a quiet, fast rail system that encircles the Bay, and for intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties.

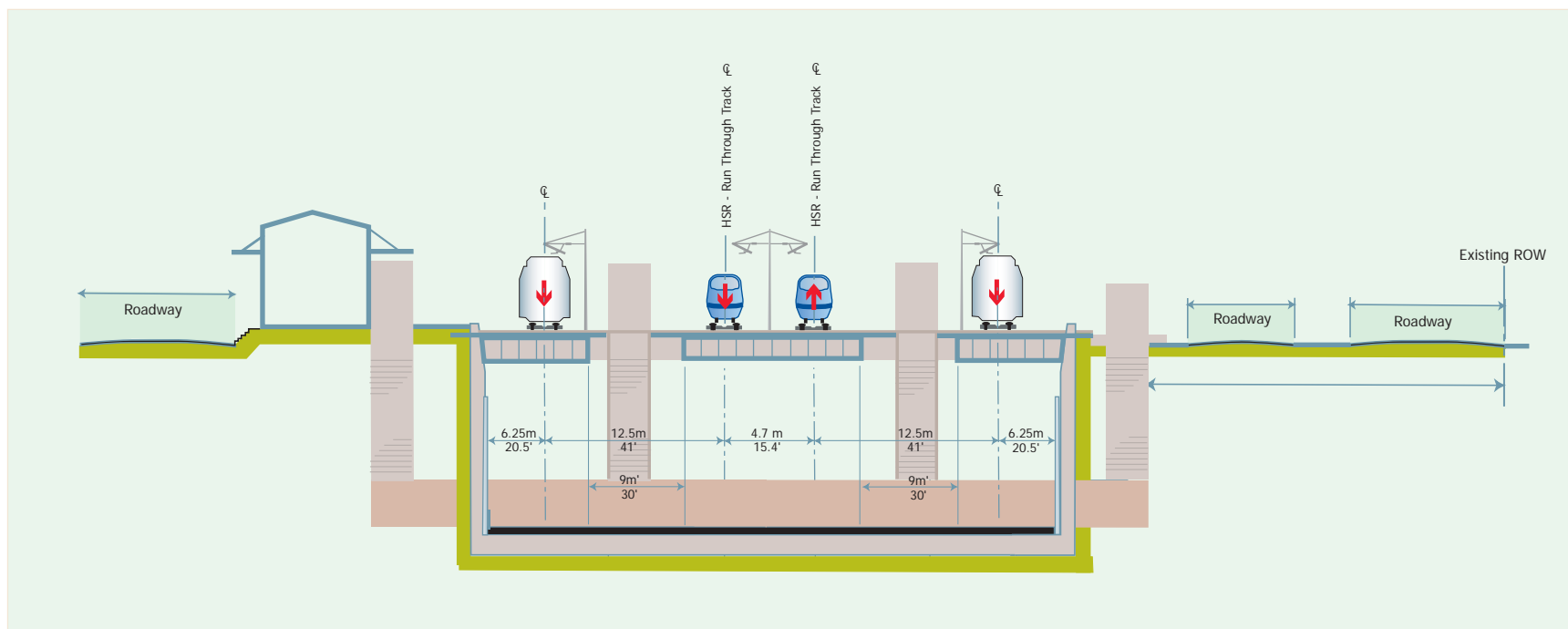
## Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station site is at the existing Caltrain station site. The station and proposed parking facility are on land owned by Stanford University, zoned for public facilities. To the east of the station is the commercial center of Palo Alto in addition to various public facilities and medium density residences. The Stanford Shopping Center is located to the northwest of the station across El Camino Real while Stanford University is to the southwest.
- Station Layout: The station would be at-grade and would consist of two center platforms serving four tracks. The two center tracks would be for high speed rail express service while the outside tracks would be for local rail service. A pedestrian underpass would connect the platforms and station area.
- Parking: The Caltrain station has surface parking lots on both sides of the railroad tracks. The proposed high speed rail station would include a 4-story parking facility providing approximately 850 spaces on the western side of the tracks, in the southern portion of El Camino Park.
- Access: The station is accessible from Palm Drive on the west side and Alma Street on the east side of the tracks.
- Intermodal Connections: Transit connections include Samtrans, Dumbarton Express, VTA, Palo/Alto Crosstown/Embarcadero Shuttle, East Palo Alto Shuttle, and Stanford Marguerite Shuttle.

## References

- Palo Alto Comprehensive Plan (1998)  
<http://www.cityofpaloalto.org/compplan/Trans4WEB.pdf>
- Palo Alto Zoning Map  
<http://www.cityofpaloalto.org/planning-community/documents/ZonePage05.pdf>
- Caltrain Stations  
[http://www.caltrain.com/caltrain\\_stations.html](http://www.caltrain.com/caltrain_stations.html)
- Transit 511  
<http://transit.511.org/destinations/detail.asp?did=195>
- Parking Information:  
[http://www.vta.org/services/park\\_ride\\_lots/palo\\_alto\\_caltrain.html](http://www.vta.org/services/park_ride_lots/palo_alto_caltrain.html)





California High-Speed Train Program EIR/EIS

San Francisco to San Jose  
Caltrain Corridor  
Redwood City/Palo Alto Shared Use Station